

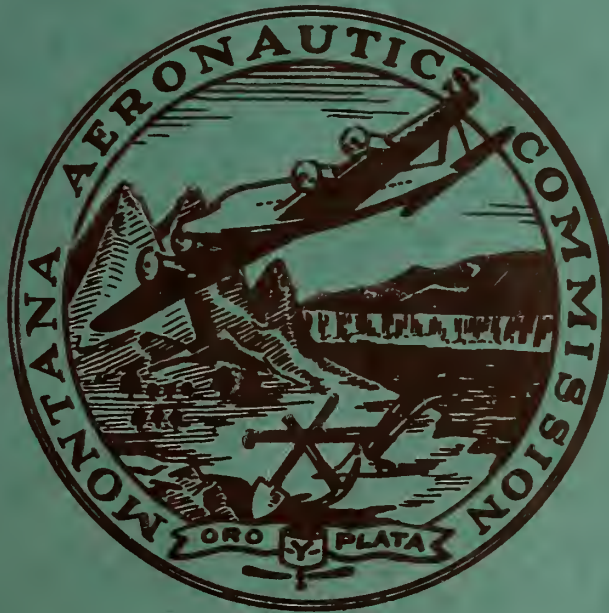
MONTANA CASE



WINGED SOCIETY  
OF MONTANA  
HELENA

## FLIGHT TRAINING FOR VETERANS

PRIVATE PILOTS COURSE  
FLIGHT INSTRUCTORS COURSE  
COMMERCIAL PILOTS COURSE  
MULTI-ENGINE CLASS RATING COURSE  
INSTRUMENT REFRESHER COURSE



PREPARED AND APPROVED  
BY  
**MONTANA**  
**STATE AERONAUTICS COMMISSION.**

Bulletin No. 2

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**STATE AERONAUTICS COMMISSION**

Bulletin No. 2



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ELIZABETH IRELAND, SUPERINTENDENT  
AGNES B. WIGGENHORN, DEPUTY

## STATE OF MONTANA

### DEPARTMENT OF PUBLIC INSTRUCTION

HELENA, MONTANA

April 3, 1946

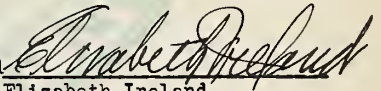
Mr. Claude L. Meredith  
Regional Manager  
Veterans Administration  
Fort Harrison, Montana

Dear Sir:

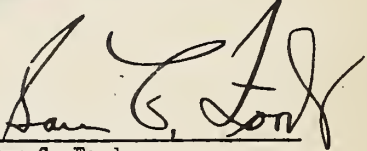
The State Department of Public Instruction, of which I am Superintendent, has been designated by the Governor as the approving agency for all institutional training.

With the full knowledge and consent of the Governor, I hereby delegate that portion of my authority which relates to flight training to the State Aeronautics Commission of Montana.

It is definitely understood that allied courses, as taught in high schools, are not to be considered as a part of this delegated authority.

Signed   
Elizabeth Ireland

Noted and approved.

Signed   
Sam C. Ford,  
Governor of Montana



## VETERANS ADMINISTRATION

Helena Regional Office  
Fort Harrison, Montana

December 23, 1946

YOUR FILE REFERENCE:

IN REPLY REFER TO:

RVB-6

Montana State Aeronautics Commission  
Power Block  
Helena, Montana

Attention: Frank W. Wiley, Director

Gentlemen:

The following is an outline of requirements with respect to flight training for veterans of World War II, under the Servicemen's Readjustment Act of 1944.

- I. The veteran must make application for training to the Veterans Administration on Form 1950, and submit with it a certified or photostatic copy of his discharge or separation from service. If married, he must also submit a certified copy of the Marriage Record in order to draw subsistence pay as a married man.
- II. As a result of this application he will receive a "Certificate of Eligibility and Entitlement, Veterans Administration Form 1953," which will show the period of his entitlement. This Certificate of Eligibility and Entitlement must be signed by the veteran, dated, and surrendered to the operator with whom he intends to train.

The operator must then endorse, date and sign it, and return it to the Veterans Administration, Fort Harrison, Montana.

Operators will be required to furnish the Veterans Administration with a Statement of Acceptance into training for each veteran for each course, showing date of enrollment, name of course, the hours required for each type of instruction, the educational level of the veteran when enrolled, and the charge for completion of the course in which said veteran enrolls.

An inquiry by or concerning an ex-service man or woman should, if possible, give veteran's name and file number, whether C, XC, K, N, or V. If such file number is unknown, service or serial number should be given.

- III. The veteran will also take a physical examination as required by the C.A.A. A copy of this examination report, photostatic or certified, should be furnished.
- IV. In the event that a veteran applies for subsistence payments along with his flight training, he must complete Veterans Administration Form 1961 entitled, "Estimate of Compensation for Productive Labor."
- V. The veteran must agree to the accelerated consumption of his period of entitlement on account of the cost of the course. A statement must be prepared for his signature somewhat as follows:

"Name: \_\_\_\_\_ C# \_\_\_\_\_  
Address: \_\_\_\_\_ Date: \_\_\_\_\_

Where a veteran elects to have a special course of training, consisting of less than 30 weeks duration, he must, in accordance with Circular 119, Section 4, Paragraph 3, sign the necessary statement below.

This is to certify that I have elected to have my period of entitlement charged at an accelerated rate, as provided for in Paragraph 2, Section 15, V.A. Circular 9, 1946.

\_\_\_\_\_  
(Signature of Veteran)

- VI. The operator will then:
  - A. Date and sign the endorsement on the 1953 Form, entitled, "Certificate of Eligibility and Entitlement."
  - B. Prepare a "Statement of Acceptance" of veteran into training.
  - C. Forward these two (2) documents, together with the certified or photostatic copy of the veteran's physical examination; the statement signed by the veteran agreeing to the accelerated consumption of his eligibility and, where applicable, the Form 1961, "Estimate of Compensation for Productive Labor", to the Veterans Administration, Fort Harrison, Montana. This means five (5) documents must be forwarded to and received by the Veterans Administration before the veteran can be officially placed in training in all cases where the veteran wishes to receive subsistence.

If the veteran does not receive subsistence, and does not apply for it, then only four (4) documents need be



VI. C. (continued)

forwarded, omitting the Form 1961. The "Statement of Acceptance" will be furnished by the Veterans Administration, Training and Education Section. This "Statement of Acceptance" will show date of enrollment, name of course, hours required for each type of instruction, the educational level of the veteran when enrolled, and the charge for the completion of the course in which the veteran enrolls.

VII. The operator must be an approved place for training and this approval must issue from the State Aeronautics Commission of Montana under the terms of a delegation of authority to the said Commission, dated April 3, 1946.

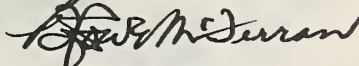
VIII. Until, and unless, such approval has been granted to operator, no payments or subsistence can be paid to any veteran training thereunder, nor can any payments for tuition or other fees or books or supplies be made to such operator.

IX. For the purpose of training veterans as outlined above, it will be necessary that each operator enter into a contract with the Veterans Administration.

X. Pending the completion of negotiations with respect to such contract a "Memorandum Agreement" should be entered into between the operator and the Veterans Administration in order to initiate the training of individual veterans pending the completion of the formal contract.

By direction of:  
Allan C. Hanson,  
Chief, Vocational Rehabilitation  
and Education Division

Very truly yours,



B. LOWE McFERRAN  
Chief, Training Facilities Section

CERTIFICATE OF APPROVAL

Montana Aeronautics Commission

All Training Standards and Requirements as given in this Bulletin or otherwise required will be complied with by the Operator.

The Operator is authorized to offer the courses listed below and checkmarked to qualified Veterans.

COURSES

	Check /
PRIVATE PILOTS COURSE	
FLIGHT INSTRUCTORS COURSE	
COMMERCIAL PILOTS COURSE	
MULTI-ENGINE CLASS RATING COURSE	
INSTRUMENT REFRESHER COURSE	

Operator \_\_\_\_\_

City \_\_\_\_\_

Airport \_\_\_\_\_

Signed \_\_\_\_\_

Title \_\_\_\_\_

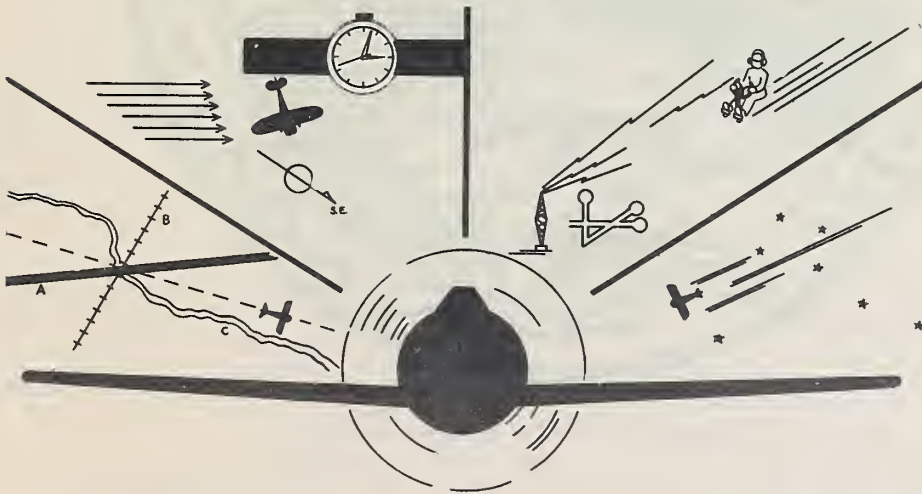
Approved Date \_\_\_\_\_

THE MONTANA AERONAUTICS COMMISSION

\_\_\_\_\_  
Director

ATTENTION VETERAN

- 1) You are cautioned not to enroll in courses of training that will not be of direct benefit to you in preparing yourself for earning a livelihood.
- 2) It is to your interest to familiarize yourself with the curriculum of the course in which you are enrolled and with the requirements as given in this Bulletin.
- 3) Your attendance to classes as scheduled will be required and you may be discontinued in training for non-attendance, disinterest, or lack of application.
- 4) In event you feel that the operator is not giving you the full benefit of your entitlement discuss the matter with him and you should find that he is cooperative in correcting any oversight in your training.
- 5) You or the operator may discuss your problems with the Veterans Administration representative at any time and any differences will be adjusted.



--GROUND SCHOOL--

LIST OF TEXT BOOKS TO BE USED IN

PRIVATE PILOTS COURSE

Part 01 of CAR-----	Airworthiness Certificates-----	.05
Part 20 of CAR-----	Pilot Certificate-----	.05
Part 43 of CAR-----	General Operation Rules-----	.05
Part 60 of CAR-----	Air Traffic Rules-----	.05
Part 50 of CAR-----	Flying School Rating-----	.05
Part 98 of CAR-----	Definitions-----	.05
Bulletin No. 24-----	Practical Air Navigation-----	1.00
Bulletin No. 25-----	Meteorology for Pilots-----	.75
Bulletin No. 26-----	Aerodynamics for Pilots-----	.30
Bulletin No. 27-----	Pilots' Airplane Manual-----	.30
Bulletin No. 28-----	Pilots' Powerplant Manual-----	.75
Bulletin No. 29-----	Pilots' Radio Manual-----	.25
Bulletin No. 31-----	Patter for Elementary Flight Maneuvers-----	.15
Bulletin No. 32-----	Fundamentals of Elementary Flight Maneuvers-----	.20
Path of Flight-----	(Elementary Textbook on Weather for the Flier)-----	.40
Reaim of Flight-----	(Elementary Text on Air Navigation----	.60
Bulletin No. 2-----	Flight Training for Veterans-----	.25
		<hr/>
	Total	5.25

FLIGHT INSTRUCTORS COURSE

Bulletin No. 5-----	Flight Instructor's Manual-----	.35
Bulletin No. 23-----	Civil Pilot Training Manual-----	.65
Bulletin No. 2-----	Flight Training for Veterans-----	.25
		<hr/>
	Total	1.25

COMMERCIAL PILOTS COURSE

Commercial Pilots Quiz Manual-----		3.50
Log Book-----		.75
Bulletin No. 2-----	Flight Training for Veterans-----	.25
		<hr/>
		4.50

MULTI-ENGINE CLASS RATING COURSE

No Text Books-----

Note: If unable to obtain the above listed textbooks, substitutions may be made, providing the ones substituted are approved by the Veterans Administration.



## REQUIREMENTS FOR APPROVAL OF FLIGHT OPERATORS

### Authority

The Montana State Aeronautics Commission is authorized to approve GI Flight Training Courses in the State of Montana by special authority of the Department of Public Instruction and the Governor.

### Requirements

To receive State approval and authority for participation in GI Flight Training, the Flight Operator will comply with the following requirements:

- (1) The Operator shall have been an established Operator, in the State of Montana, engaged in flight training and operating on an airport approved and designated for commercial operation.
- (2) To qualify as an established operator, the operator shall have trained a minimum of ten (10) students who have received a Private Pilots' License upon completion of a controlled flight course under the supervision of the operator.
- (3) The Operator may establish an operation for participating in GI Flight Training on an approved airport where there is no other Operator engaged in Flight Training, or where an established Operator does not wish to participate in the GI Flight Training Program.
- (4) An Operator who cannot meet the above requirements may be considered for approval if he has established a CAA approved Flying School with a ground and flight curriculum as outlined in this Manual.
- (5) A Flight Operator will be, or will employ, one full time pilot who has five hundred (500) hours certified flying time as a Flight Instructor while holding a commercial license and Flight Instructor's rating, and who has a minimum of one thousand (1,000) hours certified flying time. The duties of this pilot will be to supervise all flight training, in addition to other duties which may be assigned to him.
- (6) Flight Instructors will receive a minimum wage of \$250.00 per month.
- (7) No Flight Instructor will be assigned more than eight students at one time.
- (8) Each Flight Instructor will be given one day off in seven, and will be relieved from all duty on that day.



REQUIREMENTS FOR APPROVAL OF FLIGHT OPERATORS  
(continued)

- (9) Aircraft used on the Private Pilots' Course, Commercial Pilots' Course, and the Flight Instructor's Course will be powered with engines of 65 horsepower or more.
- (10) The minimum rates upon which compensation for Flight Training is based will be on the basis of \$10.80 per hour for dual time, and \$7.80 per hour for solo time.
- (11) The Operator will have and use, a minimum of two airplanes assigned to GI Training.
- (12) The Operator will have assigned to, and maintain in operating condition, one airplane for every group of eight students, or a fractional number thereof.
- (13) Operators participating in the GI Training Program will charge the same rates for both civilian and GI Training. The course herein listed will be available to any student who desires to take Flight Training.
- (14) All flying time, by Veterans on the Program, will be devoted to maneuvers, as outlined in the curriculum of the courses they are taking.

Hangars

- (15) The Operator will have and use, hangar facilities for housing of all aircraft used on the GI Training Program.

Maintenance

- (16) The Operator will have adequate servicing facilities and will maintain all aircraft used on the GI Training Program in operating condition satisfactory to the CAA.

Supervision

- (17) It is recommended that the Operator be familiar with all Veterans Administration's requirements, including Cir. 61, dated March 14, 1946, and Cir. 119, dated May 17, 1946.
- (18) The Operator will maintain daily ground school attendance records and daily Flight Records, including a copy of this manual which will be used as a log book for each Veteran participating in the Program.



REQUIREMENTS FOR APPROVAL OF FLIGHT OPERATORS  
(continued)

- (19) The records will be available for inspection at any time by representatives of the Veterans Administration, the CAA, or the Montana State Aeronautics Commission.
- (20) The GI Flight Training Program conducted by the Operator will be subject to periodic inspection by representatives of the Veterans Administration and the State Aeronautics Commission.
- (21) Any Operator who is not complying with all requirements and maintaining a satisfactory standard of training will be suspended from participation in the Program.

Revocation

- (22) No Operator, who has had the approval of GI Flight Training revoked by the Montana State Aeronautics Commission, shall apply for, or be granted approval by the Commission, for a period of one year, except as the order for revocation may otherwise provide.

Insurance

- (23) Insurance required and available to veterans is based on a rate of ten (10) cents per hour of flying time with a minimum of a three (3.00) dollar premium. Coverage will include five hundred (500.00) dollars for medical and hospital, and three thousand (3,000.00) dollars for death; in event of injury or death while flying or in transportation to and from the Airport and including injury or death from accidents while on the Airport.



### REQUIREMENTS FOR GROUND SCHOOL

- (1) The Operator will provide ground school facilities within a practical distance from the Airport.
- (2) The training will be conducted by CAA certificated instructors and one instructor will be responsible for supervision and direction of all ground school training.
- (3) Adequate class room facilities, texts and equipment will be provided to teach the required ground school subjects, as listed in each course given the veteran.
- (4) The curriculum for ground school subjects will be the same as outlined in CAA Manual 50, Sec. 1, Par.B3, and dated April, 1946.

### REQUIREMENTS FOR FLIGHT TRAINING

- (1) The veteran will present to the Operator his certificate of eligibility and entitlement, Form 1953, together with evidence of physical examination, as prescribed by the CAA for the course he will participate in.
- (2) The veteran may withdraw from the course, at his own request, by submitting a letter to the Veterans Administration, and a letter to the Flight Operator, requesting that his training be discontinued.
- (3) The Operator must discontinue a veteran from the course, at any time, for repeated failure to report to classes, as scheduled, or for department that, in the opinion of the operator, justifies his elimination.

### REQUIREMENTS FOR REFRESHER TRAINING

- (1) Pilots who have held CAA Pilots ratings and who are in need of refresher training for reinstatement or renewal of their Pilots License may take any part of the Private Pilots course.
- (2) Flying time and ground school time will be given as provided in the minimum and maximum quoted for refresher training in this Bulletin.
- (3) Costs for Refresher Training will be the same as quoted for ground and flight per hour in the Private Pilots Course.



## REQUIREMENTS FOR OPERATIONS

It is suggested that a Day Sheet be posted on a clip board in the Operations Office for each airplane used in Veteran Flight Training. The Day Sheet should have space for entry, by the Flight Instructor or Solo Student, of date, time out, time in, flying time, and name of Pilot with additional information as needed for posting in Flight Ledger or for Aircraft Operation.

- (1) A copy of Bulletin, "Flight Training for Veterans," will be supplied by the operator to each Veteran enrolled for Flight Training. The Bulletin will be used as a logbook for Veterans enrolled in the Private Pilots course or Flight Instructors Course and if used as a logbook will have the veterans name written on the front cover and will be kept in a suitable file in the Operations Office accessible to the veteran or the instructor.
- (2) A ledger will be maintained by the operator for Veterans Flight Training. The name of each veteran enrolled for Flight Training and entitlement credit will be posted in the ledger, and under the name of each veteran the following information will be posted currently.

### (Flight)

- a) The lesson number.
- b) The date.
- c) The aircraft serial number.
- d) The instructors initials.
- e) The flying time.
- f) Dual or solo.
- g) Charge.

### (Ground)

- a) The lesson number.
  - b) The date.
  - c) Instructors initials.
  - d) Class room time.
  - e) Subject.
  - f) Books & supplies, entering charge for same.
  - g) Charge.
  - h) Pre-Flight and Post Flight ground instruction will be listed and charge noted on Instructors Course.
- (3) A progress chart will be prepared by the operator for each course and posted in the Operations Office. The progress chart will list the name of the veteran and each lesson will be noted when completed and blocked off on the chart by the Flight Instructor using red for dual and blue for solo.
  - (4) A scheduling chart will be prepared by the operator and posted in the Operations Office, listing the days of the week, time of the day the veteran is scheduled to fly and the veterans name designated by a number.





REQUIREMENTS FOR OPERATIONS  
(Continued)

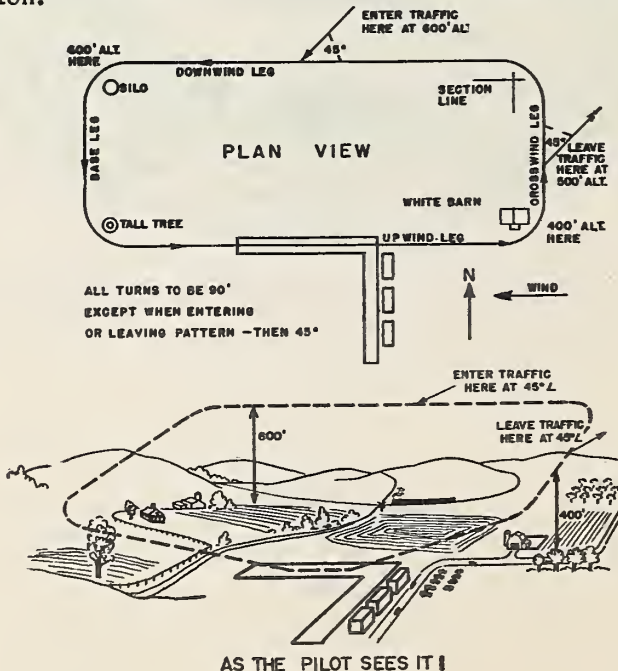
- (5) Each veteran will be assigned to one designated instructor. Flight Training will be given by the Instructor to whom the veteran is assigned except for check rides. Veterans may be reassigned to another instructor if the chief pilot considers the cause justifiable.
- (6) A list of instructors and the names of veterans assigned to each will be posted in the Operations Office.
- (7) The charts and lists above enumerated will be posted on a bulletin board provided for this purpose and will be of a size, and displayed in a manner, easily discernible.

TRAFFIC PATTERN

- (1) A diagram of the traffic pattern of the field from which training is conducted will be posted on the bulletin board. Attention is invited to the diagram below which may be used as a pattern for drawing the diagram.
- (2) A map or Aerial Picture, will be posted on the bulletin board showing the area adjacent to the field and practice areas will be outlined and designated by number on the map giving boundaries of each area and route to the area from the field.
- (3) It is important that all instructors and students be familiar with traffic pattern and practice areas.
- (4) The Civil Aeronautics Board advises that 60% of all accidents in private flying occur in the traffic pattern and 19% in the practice areas.

ACCIDENT REPORT

- (5) Any accident involving major damage to Aircraft or injury to Pilot or Veteran will immediately be reported in detail by letter to the Veterans Administration or to the State Aeronautics Commission.





To comply with the requirements of the Veterans Administration's Bulletin No. 119, dated May 17th, 1946, pertaining to Flight Training of Veterans, the following minimums and maximums have been established.

#### PRIVATE PILOTS' COURSE

A minimum and maximum of 50 hours flight and 36 hours ground time is required for this course.

- (1) The overall time required for this course will be 10 weeks minimum or 12 weeks maximum.
- (2) Students may be scheduled for a minimum of 5 hours or a maximum of 7 hours flight time each week.
- (3) Students may be scheduled for a minimum of 4 hours or a maximum of 10 hours ground course time each week until ground school course is completed.
- (4) No student will be given more than 2 lessons as given in the Flight curriculum in any one day.
- (5) Students participating in this course may be scheduled for flying a minimum of 4 days or a maximum of 6 days per week.

#### FLIGHT INSTRUCTORS' COURSE

A minimum and maximum of 45 hours flight and 32 hours classroom ground time is required for this course.

- (1) The overall time required for this course will be 6 weeks minimum or 8 weeks maximum.
- (2) Students may be scheduled for a minimum of 5 hours or a maximum of 10 hours flight time in one week.
- (3) Students may be scheduled for a minimum of 4 hours or a maximum of 10 hours ground school classroom time each week until ground school course is completed.
- (4) Students will be given one half flying time in pre-flight and post-flight ground instruction by Flight Instructor immediately before and following flight lesson.
- (5) No student will be given more than 2 hours of flight or 2 hours of ground school classroom time in any one day.

#### REFRESHER TRAINING

A minimum of 10 hours flight or a maximum of 20 hours flight is authorized for this course. No minimum of ground school is required and a maximum of 36 hours ground school is authorized.

- (1) The overall time required for this course will be 3 weeks minimum or 6 weeks maximum.
- (2) Students may be scheduled for a minimum of 5 hours or a maximum of 10 hours flight time each week.
- (3) Students may be scheduled for a minimum of 4 hours or a maximum of 10 hours ground school time each week until qualified to pass required written tests or the maximum ground school time has been taken.
- (4) No student will be given more than 2 hours of flight or ground school in any one day.
- (5) Minimum and maximum time in ground and flight, within limits above established, will be determined by Ground and Flight Instructor.

PRIVATE PILOTS COURSE

This course qualifies a veteran for private pilots license, which will be issued by the CAA upon completion of the course and passing of the prescribed flight test.

Any veteran carried beyond twelve (12) hours of dual training on this course will be given an additional five (5) hours of dual and solo time, at no additional charge to the Veterans Administration, in event additional time is needed to qualify him for private pilots flight test.

A minimum of fifty (50) hours and a maximum of fifty-five (55) hours of flying time is required on this course.

1. 86 hours - 12 weeks
  - A. 36 hours of Ground School (Minimum and maximum)
  - B. 50 hours of flying
  - C. 1 hour Flight Test

2. Ground School:

C.A.R.	10 hours
Meteorology	10 hours
Aerial Navigation	10 hours
General service of aircraft and Aerodynamics	6 hours
Total	<u>36 hours</u>

3. Flying:

Dual instruction	20 hours
Supervised solo	30 hours
Test	1 hour
Total	<u>51 hours</u>

4. Cost:

Dual Flight instruction	20 hours @ 10.80	\$216.00
Solo Flight instruction	30 hours @ 7.80	234.00
Flight test	1 hour @ 7.80	7.80
Ground School	36 hours @ .70	25.20
Insurance (minimum 3.00)	51 hours @ .10	5.10
Textbooks		5.25
Total		<u>\$493.35</u>



FLIGHT INSTRUCTORS COURSE

The sequence of maneuvers and procedures given in the Flight curriculum of the Private Pilots' Course will be used in this course and maneuvers required in ACA Form 342A for Flight Instructor.

To participate in this course, a veteran must have a Commercial Pilots' License issued by the CAA, or present to the Operator certified records of flying time sufficient to qualify the veteran for a Commercial Pilots' License upon completion of the course. (The CAA requires that a pilot have a minimum of two hundred (200) hours solo flying time or equivalent as outlined in the CAA Regulations to qualify for a Commercial Pilots License).

With the approval of the Operator, veterans taking this course may ride together on solo flights, if CAA requirements are complied with. Both occupants of the airplane will receive credit for half the solo time while flying.

A maximum and minimum of forty-five (45) hours flying time is required for this course.

1. 77 hours - 8 weeks

- A. 32 hours of Ground School (Maximum and minimum)
- B. 45 hours of flying
- C. 22½ Hours Pre-flight and Post-flight by Flight Instructor

2. Ground School:

Fundamentals of instructing flying	9 hours
Analysis and performance of maneuvers	15 hours
C.A.R. Part 20	3 hours
Teaching Psychology	5 hours
Total	<u>32 hours</u>

3. Flying:

Dual instruction	12 hours
Supervised solo	33 hours
Total	<u>45 hours</u>

4. Cost:

Pre-flight and Post-flight instruction	22½ hours @ .70	\$ 15.75
Dual instruction	12 hours @ 10.80	129.60
Solo instruction	33 hours @ 7.80	257.40
Ground School	32 hours @ .70	22.40
Insurance (minimum 3.00)	45 hours @ .10	4.50
Textbooks		<u>1.25</u>
Total		\$ <u>430.90</u>



Ground School Requirements in "Note" Par F-Commercial Pilot Course-apply to this course.



FLIGHT CURRICULUM FOR THE PRIVATE PILOTS COURSE

1. OUTLINE OF PRIMARY (PRIVATE PILOT) FLIGHT INSTRUCTION

All instructions to be in accordance with Flight Instructor's Manual C.A.A. Bulletin #5 (revised edition) and the Civil Pilot Training Manual #23.

Primary Pilot Course consisting of a minimum of 20 hours dual and 30 hours solo properly covering all maneuvers prescribed with ground instruction preceding and following flights being given to the extent of 50% of the flight time (Primary Airplanes.)

1. Preliminary Ground Instruction 1 hour - in addition to the hours of classroom instruction on "Aircraft Operations". Preliminary ground instruction must be given prior to the first flight, consisting of the following:

- (a) Familiarization with airplanes
- (b) Simple explanation of the controls
- (c) Simple explanation of the instruments
- (d) Explanation of throttle
- (e) Explanation of brakes
- (f) Explanation of fuel system
- (g) Use of safety belt
- (h) Location of Fire extinguisher
- (i) Location of first-aid kit
- (j) Warnings
  - 1. Propeller
  - 2. Running engine with empty cockpit
  - 3. Local traffic rules
- (k) Instruction on signals

2. Additional Ground Instruction prior to solo

- (a) Starting procedure
- (b) Swinging propeller
- (c) Warming up engine
- (d) Stopping engine
- (e) Line inspection of aircraft
- (f) Use of parachutes

STAGE "A" (8 hours minimum dual instruction before solo)

Approximate Time	Lesson	DUAL	
:30	1	(Taxiing) (Effect of controls) (Straight and level) (Turns) Effect of controls Taxiing	Demonstration (new man- euvers to be demonstrated) Taxiing Effect of controls Straight and level Turns

In this lesson all maneuvers indicated will be demonstrated and practiced.

:30 - 1:00	2	Taxiing Straight and level Turns (Coordination exercises) Taxiing	Coordination exercises
------------	---	---	------------------------



# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	AIRPLANE	GROUND TIME		DUAL TIME		SOLO TIME		GRADE		INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946	
				HR.	MIN.	HR.	MIN.	HR.	MIN.	MIN.					
No. ----															
No. ----															
No. ----															
No. ----															
No. ----															
No. ----															
No. ----															
No. ----															
TOTAL TIME THIS PAGE												<b>STUDENT WILL TAXI AIRPLANE</b>			
TOTAL STAGE TIME BROUGHT FORWARD															
TOTAL STAGE TIME															
TOTAL COURSE TIME BROUGHT FORWARD															
TOTAL COURSE TIME															
												<b>SYMBOLS</b>			
												—GRADE—			
												1 SUPERIOR			
												2 EXCELLENT			
												3 VERY SATISFACTORY			
												4 SATISFACTORY			
												5 POOR			
												P PRIVATE			
												R REFRESHER			
												I INSTRUCTOR			
ABOVE INSTRUCTION GIVEN								ABOVE INSTRUCTION RECEIVED							
-----								-----							
Signature of Instructor								Signature of Student				Serial No.			

Check Curriculum Before Flight.  
 Fill out log at completion of lesson.



# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946
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Signature of Instructor						Signature of Student				Serial No.		

STUDENT WILL TAXI AIRPLANE

Check Curriculum Before Flight.  
 Fill out log at completion of lesson.

FLIGHT INSTRUCTION

Stage A Continued:  
Approx.  
Time

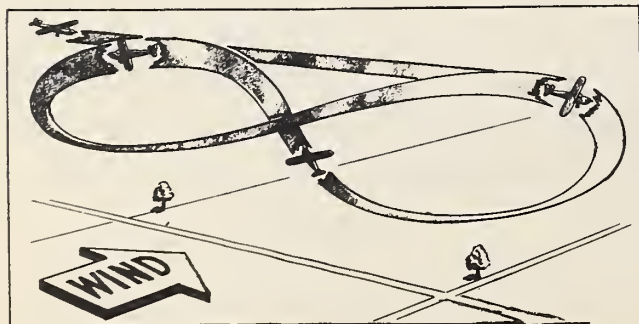
	Lesson	Practice	Demonstration
1:00 - 1:30	3	Taxing Straight and level Turns Coordination exercises (Confidence Maneuvers) (Climbs and turns) (Glides and turns) Taxing	Confidence maneuvers Climbs and turns Glides and turns
1:30 - 2:00	4	Taxing Climbs and turns Straight and level Coordination exercises (Stalls) (Rectangular course) Glides and turns Taxing	Stalls Rectangular course
2:00 - 2:30	5	Taxing (Take-offs) Climbs and turns Coordination exercises Stalls Rectangular Course Glides and turns (Approach 90 degrees) (Landings) Taxing	Take-offs Approach 90 degrees Landings
2:30 - 3:00	6	Taxing Take-offs Climbs and turns Coordination exercises Rectangular Course Stalls (S-Turns) Glides and turns Approach 90 degrees Landings Taxing	S-Turns
3:00 - 3:30	7	Taxing Take-offs Climbs and turns S-Turns (Coordination exercises) Climbing and gliding Glides and turns Approach 90 degrees Landings Taxing	Coordination climbing and gliding exercises



FLIGHT INSTRUCTION

Stage A continued

Approx. Time	Lesson	Practice	Demonstration
3:30 - 4:00	8	Taxiing Take-offs Climbs and turns S-Turns (Coordination climbing & gliding) Exercises Medium eights Glides and turns (Approach 180 degrees) Landings Taxiing	Medium eights Approach (180 degrees)
4:00 - 4:30	9	Taxiing Take-offs (Emergency landings on Take-offs)  Taxiing Take-offs Climb and turns Medium eights Glides and turns Approach 180 degree Landings (Cross-wind take-offs and landings) Taxiing	Cross wind take-offs and landings Emergency landings on take-off
4:30 - 5:00	10	Taxiing Take-offs Forced landing on take-offs Taxiing Take-offs Climbs and turns Medium eights (Forced landings 90 degrees) Climbs and turns Glides and turns Approach 180 degrees Landings Taxiing	Emergency landing 90°
5:00 - 5:30	11	Taxiing Take-offs Climbs and turns Emergency landing 90 degrees Climbs and turns Medium eights Glides and turns (Emergency landings 180° (minimum altitude-200') Approach 180 degree Landings Taxiing	Emergency landings 180°



# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	AIRPLANE	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946
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STUDENT WILL TAXI AIRPLANE

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# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946	
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FLIGHT INSTRUCTION

Stage A Continued Approx. Time	Lesson	Practice	Demonstration
5:30 - 6:00	12	Taxing Take-offs Forced landings on take-off Coordination Exercises in climbs (Steep turns) Glides and turns Emergency landings (180 degree) side approach at field Taxing	Steep turns
6:00 - 6:30	13	Taxing Take-offs Coordination exercises in climbs Steep turns Stalls and slow flight (Accidental spins - 1 turn) Glides and turns Emergency landing (when possible) min. alt. 200' Approach 180 degrees (side) Landings Taxing	Accidental spins 1 turn
6:30 - 7:00	14	Taxing Take-offs Coordination exercises in climbs Steep turns Accidental spins (1 turn) (Normal spins 2 turns) Glides and turns Emergency landings (when possible) min. alt. 200' Side Approach 180 degrees Landings Taxing	Normal spins 2 turn
7:00 - 7:30	15	Taxing Take-offs Coordination exercises in climbs Accidental spins 1 turn Normal spins 2 turns Glides and turns Emergency landings when possible. (min. alt. 200') Approach 180 degrees (side) Landings Taxing	
7:30 - 8:00	16	Instruction as necessary preparation to solo Note: Additional dual time before solo will be given as needed.	



## FLIGHT INSTRUCTION

STAGE B -- 2 hours dual check and 3 hours solo on development of ability in above maneuvers with emergency landings being given on dual periods.

Approx. Time	Lesson	Dual	Solo Practice
B 0 - :15 Dual 8:00 Solo :15	1		Taxiing Take-offs Climbs and turns Glides and turns Side approaches 180° Landings
B :15 - :30 Dual 8:15 Solo :15	2	Taxiing Take-offs Climbs and turns Coordination exercises Glides and turns Approaches 180 degrees (side) Landings Taxiing Emergency landings (minimum altitude 200')	
B :30 - 1:00 Dual 8:15 Solo :45	3		Taxiing Take-offs Climbs and turns Coordination exercises Glides and turns Side approaches 180° Landings Taxiing
B 1:00 - 1:15 Dual 8:30 Solo :45	4	Taxiing Take-offs Climbs and turns S-Turns Glides and turns Approaches 180 degrees (side) Landings Taxiing Emergency landings (minimum altitude 200')	
B 1:15 - 1:45 Dual 8:30 Solo 1:15	5		Taxiing Take-offs Climbs and turns S-Turns Glides and turns Side approaches 180° Landings Taxiing
B 1:45 - 2:00 Dual 8:45 Solo 1:15	6	Taxiing Take-offs Climbs and turns Medium eights Glides and turns Approaches 180 degrees (side) Landings Taxiing Emergency Landings given when possible	



# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	AIRPLANE	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946
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STUDENT WILL TAXI AIRPLANE

Check Curriculum Before Flight.  
 Fill out log at completion of lesson.

MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

FLIGHT LOG

LESSON	DATE	AIRPLANE N.C. NO.	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946
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## FLIGHT INSTRUCTION

### Stage B Continued

	Approx. Time	Lesson	Dual	Solo Practice
B	2:00 - 2:30	7		Taxiing Take-offs Climbs and turns Medium eights Glides and turns Side approaches 180° Landings
	Dual 8:45 Solo 1:45			
B	2:30 - 2:45	8		Taxiing Take-offs Climbs and turns Steep turns Glides and turns Side approaches 180° Landings Taxiing Emergency landings (given when possible)
	Dual 9:00 Solo 1:45			
B	2:45 - 3:15	9		Taxiing Take-offs Climbs and turns Steep turns Glides and turns Side approaches 180° Landings
	Dual 9:00 Solo 2:15			
B	3:15 - 4:00	10		Taxiing Take-offs Climbs and turns Steep turns Glides and turns Side approaches 180° Landings Medium eights
	Dual 9:00 Solo 3:00			
B	4:00 - 5:00	11		Taxiing Take-offs Climbs Medium eights Steep turns Stalls Spins (2 turns) Glides Side approaches 180° Landings Emergency landings (when possible) min. alt. 200
	Dual 10:00 Solo 3:00			

### STAGE C --

4:30 dual and 9:00 solo in developing ability in above maneuvers for solo and precision work with first solo spins. In addition 720 degree power turns, 360 degree approaches, 60 degree eights, spiral approaches, power approaches, power landings finished with a one hour of dual on all maneuvers.



FLIGHT INSTRUCTION

STAGE C Continued:

APPROX. TIME	LESSON	DUAL	SOLO PRACTICE
C 0 - :30 Dual 10:30 Solo 3:00	1	Taxiing Take-offs Climbs and turns Stalls Spins Glides and turns Side approaches 180° Landings Taxiing Emergency landings (given when possible)	
C :30 - 1:00 Dual 10:30 Solo 3:30	2		Taxiing Take-offs Climbs and turns Stalls Spins Glides & turns Side approaches 180° Landings
C 1:00 - 1:30 Dual 10:30 Solo 4:00	3		Taxiing Take-offs Climbs and turns Stalls Spins Glides & turns Side approaches 180° Landings
C 1:30 - 2:00 Dual 11:00 Solo 4:00	4	Taxiing Demonstration of Take-offs 720 power turns Climbs and turns Approaches 360 Stalls & slow flight Spins (720° power turns) Glides & turns (Approaches 360°) Landings Emergency landings when possible	
C 2:00 - 2:30 Dual 11:00 Solo 4:30	5		Taxiing Take-offs Climbs & turns Stalls Spins Glides & turns Side approaches 180° Landings
C 2:30 - 3:00 Dual 11:00 Solo 5:00	6		Taxiing Take-offs Climbs & turns Stalls Spins Glides & turns Approaches 180° - side Landings



# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	AIRPLANE	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946
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STUDENT WILL TAXI AIRPLANE

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# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

LESSON	DATE	N.C. NO.	AIRPLANE	GROUND TIME		DUAL TIME		SOLO TIME		GRADE	INSTRUCTOR INITIALS	STUDENT INITIALS	VETERAN TRAINING 1946
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STUDENT WILL TAXI AIRPLANE

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FLIGHT INSTRUCTION

STAGE C CONTINUED

	Approx. Time	LESSON	DUAL	SOLO PRACTICE
C	3:00 - 3:30	7		Taxiing Take-offs Climbs & turns Stalls Spins Glides & turns Side approaches 180° Landings
	Dual 11:00 5:30			
C	3:30 - 4:00	8	Taxiing Take-offs Climbs & turns 720 Power turns Glides & turns Approaches 360° Landings Emergency landings when possible	
	Dual 11:30 Solo 5:30			
C	4:00 - 5:00	9		Taxiing Take-offs Climbs & turns 720 Power turns Glides & turns 360 spot landings
	Dual 11:30 Solo 6:30			
C	5:00 - 5:30	10	Taxiing Demonstration of Take-offs Pylon eights Climbs & turns Spiral approach landings Pylon eights 720 Power turns Climbs, glides & turns (Spiral approaches) Landings Approaches 360° Landings Emergency landings when possible	
	Dual 12:00 Solo 6:30			
C	5:30 - 6:30	11		Taxiing Take-offs Climbs & turns 720 Power turns Glides & turns Approaches 360° Landings
	Dual 12:00 Solo 7:30			
C	6:30 - 7:00	12		Taxiing Take-offs Climbs & turns Pylon eights Climbs & turns Spiral approaches Landings Taxiing
	Dual 12:00 Solo 8:00			



## FLIGHT INSTRUCTION

### STAGE C CONTINUED

Approx. Time		LESSON	DUAL	SOLO PRACTICE
C	7:00 - 8:00	13		Taxiing Take-offs Climbs & turns Pylon eights Climbs & turns Spiral approaches Landings
	Dual 12:00 Solo 9:00			
C	8:00 - 8:30	14	Taxiing Demonstration Take-offs Power approaches Climbs & turns Power landings Pylon eights Climbs & turns Spiral approaches Landings Take-offs Climbs & turns (Power approaches) (Power landings) Taxiing Emergency landings when possible	
	Dual 12:30 Solo 9:00			
C	8:30 - 9:30	15		Taxiing Take-offs Climbs & turns Pylon eights Climbs & turns Spiral approaches Landings
	Dual 12:30 Solo 10:00			
C	9:30 - 10:30	16	Taxiing Take-offs Climbs & turns Power approaches Power landings Taxiing Emergency landings when possible	
	Dual 13:30 Solo 10:00			
C	10:30 - 11:30	17		Taxiing Take-offs Climbs & turns Power approaches Power landings
	Dual 13:30 Solo 11:00			
C	11:30 - 12:30	18		Taxiing Take-offs Climbs & turns Power approaches Power landings
	Dual 13:30 Solo 12:00			
C	12:30 - 13:30	19	Stage maneuvers	
	Dual 14:30 Solo 12:00			



# MONTANA AERONAUTICS COMMISSION

COURSE-----

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STUDENT WILL TAXI AIRPLANE

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# MONTANA AERONAUTICS COMMISSION

COURSE \_\_\_\_\_

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## FLIGHT LOG

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## FLIGHT INSTRUCTIONS

### STAGE D --

5:30 dual and 10:00 hours solo. Additional instruction and solo in forward slips, forced landings, dragging areas, 2 hours dual cross country, 6 hours solo cross country, practice dual and solo. Private Flight Test. Official Private Flight Test.

Approx. Time	Lesson	Dual	Solo
D 0 - :30 Dual 15:00 Solo 12:00	1	Taxiing Take-offs Climbs & turns (Forward slips) Glides & turns Side approaches 180° Slips Landing Taxiing Emergency landings when possible	
D :30 - 1:00 Dual 15:00 Solo 12:30	2		Taxiing Take-offs Climbs & turns Forward slips Approaches Slips Landings
D 1:30 - 2:00 Dual 15:00 Solo 13:00	3		Taxiing Take-offs Climbs & turns Forward slips Approaches Slips Landings
D 2:00 - 3:00 Dual 16:00 Solo 13:00	4	Taxiing Take-offs Climbs & turns Glides & turns (Dragging areas) Approaches 180° (side) Slips Landings Taxiing Emergency landings when possible	
D 3:00 - 4:00 Dual 16:00 Solo 14:00	5		Precision landing practice & review
D 4:00 - 5:00 Dual 16:00 Solo 15:00	6		Precision landing practice & review



## FLIGHT INSTRUCTION

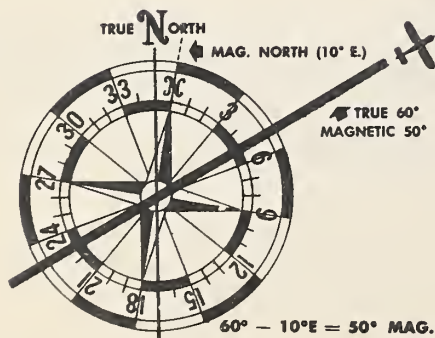
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Approx. Time	LESSON	DUAL	SOLO
D 5:00 - 7:00	7	Cross-Country	
Dual 18:00			
Solo 15:00			
D 7:00 - 10:00	8		One cross-country flight of not less than 50 miles with 2 full stop landings at different points on the way.
Dual 18:00			
Solo 18:00			
D 10:00 - 11:00	9	Practice Private flight test.	
Dual 19:00			
Solo 18:00			
D 11:00 - 14:00	10		One solo cross country flight with two intermediate full-stop landings, one leg of which must be 100 miles in length.
Dual 19:00			
21:00			
D 14:00 - 15:00	11		Practice Private flight test.
Dual 19:00			
Solo 22:00			
D 15:00 - 16:00	12	Practice Private flight test.	
Dual 20:00			
Solo 22:00			

8:00 hours solo practicing  
and reviewing maneuvers as  
necessary to pass Private  
Flight test. This time may  
be applied during the course  
on any lesson as needed or as  
required.

	DUAL	SOLO
	20:00	22:00
	8:00	
Total time	20:00	30:00

Private flight test  
by Flight examiner  
or CAA Inspector. 1:00



# MONTANA AERONAUTICS COMMISSION

COURSE-----

STAGE-----

## FLIGHT LOG

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STUDENT WILL TAXI AIRPLANE

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PRIVATE PILOT GROUND SCHOOL CURRICULUM

A. Civil Air Regulations . . . . . 10 Hours

			Hours
Class	Period	1. Introduction on -- Civil Aeronautics Act of 1938. Need for regulation and safety.	1:00
"	"	2. Pilot regulations -- Certificates, ratings and requirements.	1:00
"	"	3. Certification of aircraft -- Transfer of title, registration.	1:00
"	"	4. Operation and general service of aircraft.	1:00
"	"	5. Air Traffic rules -- Contact procedures	1:00
"	"	6. Flight rules -- Instrument and traffic patterns.	1:00
"	"	7. Definitions -- Aviation terminology and nomenclatures.	1:00
"	"	8. Light and signal rules; control zones, control zones of intersection, control airports and danger zones.	1:00
"	"	9. Current amendments. Emphasis on local regulations and field rules.	1:00
"	"	10. Examination and review.	1:00
Total Hours			10:00

(Suggested Reading - Civil Aeronautics Bulletin No. 22)

Note: It is recommended that instruction regarding the penalty provisions of the Civil Aeronautics Act of 1938 as amended, be included.





PRIVATE PILOT GROUND SCHOOL CURRICULUM

E. Meteorology . . . . . 10 Hours

		Hours
Class	Period	
	1.	Motion of the atmosphere; 1:00
"	"	2. Factors affecting weather and weather change, and resulting action of the atmosphere; 1:00
"	"	3. Behavior of storms; 1:00
"	"	4. Measurement of pressure; 1:00
"	"	5. Effects of humidity; 1:00
"	"	6. Cloud formations & their meaning; 1:00
"	"	7. Precipitation; 1:00
"	"	8. Elementary weather forecasting. Weather maps, weather sequence reports and their analysis; 1:00
"	"	9. Practical uses of meteorology in flying; and, 1:00
"	"	10. Examination and review. 1:00
Total Hours		10:00

(Suggested Reading - Civil Aeronautics Bulletin No. 25)



PRIVATE PILOT GROUND SCHOOL CURRICULUM

G. Aerial Navigation . . . . . 10 Hours

			Hours
Class	Period	1. Maps, charts and the earth's surface;	2:00
"	"	2. Navigational instruments, their types, uses and errors;	1:00
"	"	3. Navigation methods;	2:00
"	"	4. Practical navigation problems (contact flying, dead reckoning, drift and triangular course computations, and simple radius of action);	2:00
"	"	5. Explanations of the use of radio beam in contact flight; and,	2:00
"	"	6. Examination and review.	1:00
Total Hours			10:00

(Suggested Reading - Civil Aeronautics Bulletin No. 24)



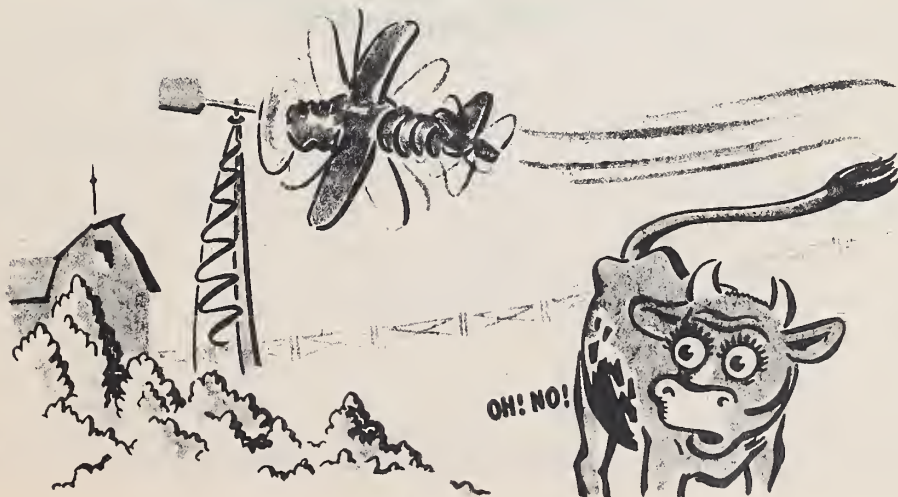
PRIVATE PILOT GROUND SCHOOL CURRICULUM

D. General Service of Aircraft . . . . . 6 Hours

				Hours
Class	Period	1.	Items of precaution to be observed in servicing and operating aircraft;	)
"	"	2.	The purpose and meaning of operations limitations and Aircraft Operation Records;	:
"	"	3.	Inspections required, their purposes and important items;	)
"	"	4.	Explanation of minor and major aircraft repairs;	:
"	"	5.	The use of aircraft instruments;	)
"	"	6.	The use and care of parachutes;	:
"	"	7.	The use of log-books; and,	)
"	"	8.	Examination and review.	:
				5:00
				1:00
Total Hours				6:00

(Suggested Reading - Civil Aeronautics Bulletin No. 23)

- Note: (1) The curriculum submitted by the applicant must show the time allotted for teaching each subject and sub-division thereof-
- (2) Each student who is not a bona-fide flight student and who passes the required examinations on the foregoing ground instruction curriculum should be given a certificate to this effect.





FLIGHT TEST  
Form 342A



This Form will be used by Flight Examiner or CAA Inspector for Flight Test.

PRIVATE			COMMERCIAL			FLIGHT INSTRUCTOR			GRADING LEGEND 1. EXCELLENT..... (90-100) 2. ABOVE AVERAGE..... (85-90) 3. AVERAGE..... (80-85) 4. BELOW AVERAGE..... (70-80) 5. UNSATISFACTORY..... (0-70)	AIRLINE TRANSPORT			INSTRUMENT			TYPE-CLASS OR H. P.		
FLIGHT INSTRUCTOR	EXAMINER	CAA INSPECTOR	FLIGHT INSTRUCTOR	EXAMINER	CAA INSPECTOR	FLIGHT INSTRUCTOR	EXAMINER	CAA INSPECTOR		INSTRUCTOR	EXAMINER	CAA INSPECTOR	INSTRUCTOR	EXAMINER	CAA INSPECTOR	INSTRUCTOR	EXAMINER	CAA INSPECTOR
<b>FLIGHT TEST REPORT</b>																		
<b>FLIGHT MANEUVERS</b>																		
XX	XX	XX	XX	XX	XX				1. ORAL EXAMINATION	XX	XX	XX	XX	XX	XX	XX	XX	
						XX	XX	XX	2. EQUIPMENT EXAM (ORAL)									
									3. PRE-FLIGHT CHECK				XX	XX	XX			
									4. TAXIING OR SAILING AND DOCKING				XX	XX	XX			
									5. RUN-UP(S)				XX	XX	XX			
									6. TAKE-OFF				XX	XX	XX			
									7. GLIMBS AND CLIMBING TURNS	XX	XX	XX						
									8. 720° STEEP TURNS	XX	XX	XX	XX	XX	XX			
XX	XX	XX	XX	XX	XX	XX	XX	XX	9. STEEP TURNS									
XX	XX	XX	XX	XX	XX	XX	XX	XX	10. TIMEO TURNS	XX	XX	XX						
									11. MANEUVERING (MINIMUM SPEED)									
									12. STALLS									
									13. SPINS	XX	XX	XX	XX	XX	XX			
XX	XX	XX							14. CHANDELLES	XX	XX	XX	XX	XX	XX			
XX	XX	XX							15. LAZY EIGHTS	XX	XX	XX	XX	XX	XX			
									16. PROPELLER FEATHERING									
									17. MANEUVERING (1 OR MORE ENGINES OUT)									
XX	XX	XX	XX	XX	XX	XX	XX	XX	18. EXCEEDING NORMAL LIMITS				XX	XX	XX			
XX	XX	XX	XX	XX	XX	XX	XX	XX	19. RECOVERY FROM UNUSUAL ATTITUDES									
XX	XX	XX							20. SPIRAL (1080° EACH WAY)	XX	XX	XX	XX	XX	XX			
XX	XX	XX	XX	XX	XX	XX	XX	XX	21. PATTERN FLYING				XX	XX	XX			
XX	XX	XX	XX	XX	XX				22. S-TURNS ACROSS ROAD	XX	XX	XX	XX	XX	XX	XX	XX	
									23. PYLON EIGHTS	XX	XX	XX	XX	XX	XX			
XX	XX	XX	XX	XX	XX				24. RECTANGULAR COURSE	XX	XX	XX	XX	XX	XX	XX	XX	
XX	XX	XX	XX	XX	XX	XX	XX	XX	25. ABILITY TO TUNE RADIO	XX	XX	XX				XX	XX	
XX	XX	XX	XX	XX	XX	XX	XX	XX	26. ORIENTATION							XX	XX	
XX	XX	XX	XX	XX	XX	XX	XX	XX	27. BEAM BRACKETING	XX	XX	XX				XX	XX	
XX	XX	XX	XX	XX	XX	XX	XX	XX	28. CONE IDENTIFICATION	XX	XX	XX				XX	XX	
XX	XX	XX	XX	XX	XX	XX	XX	XX	29. APPROACH PROCEURES									
XX	XX	XX	XX	XX	XX	XX	XX	XX	30. MISSED APPROACH PROCEURES									
XX	XX	XX	XX	XX	XX	XX	XX	XX	31. LOOP ORIENTATION				XX	XX	XX	XX	XX	
XX	XX	XX	XX	XX	XX	XX	XX	XX	32. TRAFFIC CONTROL PROCEDURES	XX	XX	XX				XX	XX	
									33. ACCURACY LANDINGS				XX	XX	XX			
									34. LANDINGS (NO FLAPS)				XX	XX	XX			
XX	XX	XX							35. X-WIND LANDINGS				XX	XX	XX			
									36. EMERGENCY LANDINGS	XX	XX	XX	XX	XX	XX			
XX	XX	XX	XX	XX	XX	XX	XX	XX	37. TAKE-OFF & LANDING (400 & 1 CONOITION)				XX	XX	XX			
XX	XX	XX							38. TAKE-OFF & LANDING (W/ENGINE(S) FAILURE)				XX	XX	XX			
									39. JUOGMENT									
									40. SMOOTHNESS AND COORDINATION									
XX	XX	XX	XX	XX	XX				41. ABILITY TO INSTRUCT	XX	XX	XX	XX	XX	XX	XX	XX	
<b>ADDITIONAL MANEUVERS OR REMARKS</b>																		
<b>FINAL GRADES (%)</b>																		

(All maneuvers to be flown with inspector or examiner)



FLIGHT TEST  
Form 342A



This Form will be used by Flight Examiner  
or CAA Inspector for Flight Test.

FORM ACA-342A (4-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON								
<b>PILOT FLIGHT TEST REPORT</b>		BUDGET BUREAU NO. 41-2055.1 APPROVAL EXPIRES APRIL 15, 1947								
		CERTIFICATE NO.								
		INSPECTOR'S ACTION								
		INSPECTOR								
		DATE								
APPLICATION IS HEREBY MADE FOR THE FOLLOWING CERTIFICATE OR RATING(S): <input type="checkbox"/> AIRLINE TRANSPORT <input type="checkbox"/> PRIVATE <input type="checkbox"/> PRIVATE GLIDER <input type="checkbox"/> FLIGHT INSTRUCTOR <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> COMMERCIAL GLIDER <input type="checkbox"/> TYPE, CLASS, OR HORSEPOWER <input type="checkbox"/> INSTRUMENT										
NAME (First, Middle, Last)			AGE							
ARE YOU A CITIZEN OF THE UNITED STATES? <input type="checkbox"/> YES <input type="checkbox"/> NO. IF "NO" OF WHAT COUNTRY ARE YOU A CITIZEN?										
ADDRESS (Street and No., City, Zone and State)										
INSTRUCTOR		FLYING SCHOOL								
RECORD OF FLYING TIME <small>(Complete this table as follows: Private pilot, items 1 and 4; commercial, 1, 2, and 4; flight instructor, 1; instrument, 1 and 6; airline transport, 1, 2, 3, 4, and 5. Complete item 7 in all cases where applicable.)</small>										
FLYING TIME	DUAL	1	2	3	4	5		6		7
		TOTAL	LAST 60 DAYS	LAST 8 YEARS	CROSS-COUNTRY	LOCAL	CROSS-COUNTRY	LINK		NO. OF FLIGHTS
	SOLD						AIR-CRAFT		SOARING TIME	
DATE				APPLICANT'S SIGNATURE						
<b>FLIGHT INSTRUCTOR'S RECOMMENDATION</b>										
I HAVE PERSONALLY FLIGHT-CHECKED THIS APPLICANT AND CONSIDER HIM CAPABLE OF ACCOMPLISHING THE FLIGHT TEST FOR THE RATING APPLIED FOR.										
INSTRUCTOR'S SIGNATURE				CERTIFICATE NO. AND RATINGS				DATE		
<b>EXAMINER'S RECOMMENDATION AND ACTION</b>										
I HAVE EXAMINED THIS APPLICANT AND										
<input type="checkbox"/> RECOMMEND HIM FOR A _____								CERTIFICATE/RATING		
<input type="checkbox"/> HAVE ISSUED HIM A TEMPORARY _____								RATING		
AIRCRAFT USED							HORSEPOWER			
EXAMINER'S SIGNATURE				DESIGNATION NO.				DATE		
(OVER)										

PRIVATE PILOT CERTIFICATE  
GROUND SCHOOL

For the purpose of uniformity the following form is to be used:

This is to certify that \_\_\_\_\_  
(Name) (Address)

has successfully completed the ground instruction required of an applicant  
for a private pilot certificate. Courses satisfactorily completed:

	<u>Grade</u>
Civil Air Regulations	_____
Meteorology	_____
Navigation	_____
General Service of Aircraft	_____
	_____
	_____
	_____

I certify that the above statements are true.

\_\_\_\_\_  
(School)

By \_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date Issued)

FLIGHT TRAINING FOR VETERANS  
Prepared & Approved by  
Montana Aeronautics Commission

COMMERCIAL PILOTS COURSE  
(Supplement A)

VETERAN REQUIREMENTS

1. To participate in this course, a veteran must have a current Private Pilots License issued by the CAA, with conventional aircraft rating.
2. To participate in this course, a veteran must have a current medical certificate (Commercial Airmen), Form ACA-1004, issued by the CAA.

MINIMUM & MAXIMUM REQUIREMENTS

To comply with the requirements of the Veterans Administration's Bulletin No. 119, dated May 17th, 1946, pertaining to Flight Training of Veterans, the following minimums and maximums have been established.

A minimum and maximum of 211 hours flight and 105 hours ground time is required for this course.

1. The overall time required for this course will be 30 weeks minimum or 53 weeks maximum. The average time will be 40 weeks.
2. Students may be scheduled for a minimum of 4 hours or a maximum of 21 hours flight time each week.
3. Students shall be scheduled for an average flight time of six hours per week.
4. Students may be scheduled for a minimum of 4 hours or a maximum of 10 hours ground course time each week until ground school course is completed.
5. Students shall be scheduled for an average ground school classroom time of eight hours per week.
6. No student will be given more than 2 lessons as given in the Flight curriculum in any one day.
7. Minimum and maximum time in ground and flight, within limits above established, will be determined by Ground and Flight Instructor.

CURRICULUM OUTLINE

The sequence, maneuvers and procedure given in the Flight curriculum of the Private Pilots Course and maneuvers required in ACA Form 342-A for Commercial Pilots will be used in this course. Reference is made to Page 36 in Bulletin No. 2, and to the following.

COMMERCIAL PILOTS COURSE  
Supplement A  
(Continued)

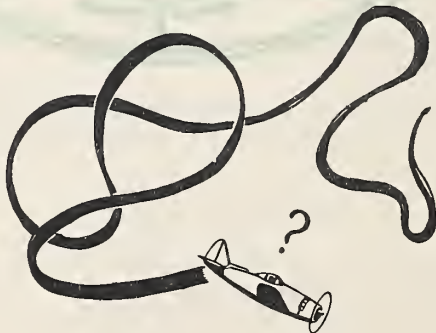
FLIGHT CURRICULUM

The flight curriculum should be arranged so as to give instruction and solo flight practice on all maneuvers necessary to enable a student to demonstrate proficiency to a degree required of a commercial pilot.

Such maneuvers, in addition to those taught and practiced in the Private Pilots course are:

- (1) Emergency maneuvers, such as simulated forced landings and recovery from stalls, entered from both level and steeply banked attitudes.
- (2) Spirals (To include spirals with constant bank and constant air-speed, and also spirals around predetermined object on ground.)
- (3) Crosswind take-offs and landings.
- (4) Lazy eights.
- (5) Chandelles.
- (6) Two turn precision spins. (Recovery started within ten degrees plus or minus of heading on which maneuver is begun.)
- (7) Power approaches and wheel landings.
- (8) Dragging areas.

Veterans will not be scheduled to fly more than one hour on any one lesson except on XC Flights.





COMMERCIAL PILOTS COURSE  
(Supplement A)  
(Continued)

The Ground Curriculum given in this course will be the same as the curriculum outlined in CAA Manual 50 "Flight School Rating", dated April 1, 1946. (Reference is made to Page 5, Paragraph 3). See Curriculum Outline under "Ground Curriculum" in this supplement.

With the approval of the operator, veterans taking this course may ride together on solo flights, if CAA requirements are complied with. Each occupant of the airplane will receive credit for the actual time he is sole manipulator of the controls.

\*\*\*\*\*

A maximum and minimum of two hundred and eleven (211) hours flying time is required for this course.

1. 316 hours - 50 weeks
  - A. 105 hours of Ground School (Minimum and Maximum)
  - B. 210 hours of flying
  - C. 1 hour of flight test
  
2. Ground School:
 

C.A.R.	10 hours
Meteorology	15 hours
Aerial Navigation	20 hours
Radio	10 hours
Aircraft & engines	20 hours
Aircraft	<u>30 hours</u>
Total	<u>105 hours</u>
  
3. Flying:
 

Dual Instruction	40 hours
(above includes 10 hours dual cross country supervised solo	
(above includes 20 hours solo cross country, including one flight of not less than 300 miles from point of departure)	170 hours
Test	<u>1 hour</u>
Total	<u>211 hours</u>
  
4. Cost:
 

Dual Flight Instruction	40 hours @ 10.80	\$ 432.00
Solo Flight Instruction	170 hours @ 7.80	1,326.00
Flight Test	1 hour @ 7.80	7.80
Ground School	105 hours @ .70	73.50
Insurance (Minimum 3.00)	211 hours @ .10	21.10
Textbooks*		<u>9.50</u>
Total		<u>\$1,869.90</u>

\*Books previously issued to a veteran not to be billed on this course. The above amount includes books for the Private Pilots Course, plus Commercial Pilots Quiz Manual @ 3.50, Pilots Log Book @ .75, and Bulletin #2 @ .25.

Text:  
Commercial Pilots Quiz Manual  
Publisher-Carlton L. Wheeler  
Pennyan, New York



Text:  
Aeronautical Training  
for Commercial and Private  
Pilots.  
A Quiz System.  
Publisher-  
Pan American Navigation  
Service  
12021 Venture Blvd.  
North Hollywood, Calif.



GROUND CURRICULUM  
COMMERCIAL PILOTS COURSE

1. Ground School:

A. Civil Air Regulations

At least ten classroom hours instruction to include:

- (1) Part 01 of Civil Air Regulations: Airworthiness certificates, transferability, certificate rules, logbooks, accidents, periodic inspection, registration, and transfer.
- (2) Part 20: Pilot Certificates.
- (3) Part 43: General Operation Rules
- (4) Part 60: Air Traffic Rules
- (5) Part 98: Definitions

B. Meteorology

At least fifteen classroom hours of instruction to include:

- (1) Recognition of weather.
- (2) Detailed study of cloud formations and accompanying weather.
- (3) Weather map analysis.
- (4) Amateur weather forecasting based on successive teletype sequences. This should include sufficient study of teletyped weather data to permit ready interpretation of teletype symbols.

B. Meteorology (Continued)

- (5) Knowledge of air masses, meaning of isobars and their relation to winds aloft.
- (6) Pressure areas, including fronts.
- (7) Fog: kinds of fog, when to expect fog, and dissipation thereof.
- (8) Icing: when to expect icing, kinds of icing, and how to avoid it.
- (9) Study of relationship of temperature dewpoint in forecasting.

C. Aerial Navigation

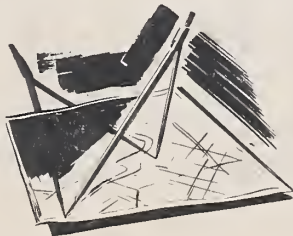
At least twenty classroom hours instruction to include:

- (1) Study of map and chart making, including various types of projections, with emphasis on the Lambert Conformal Projection.
- (2) Study of all forms of navigational methods, with explanation of each, including piloting, dead reckoning, radio, and instrument. Emphasis on map reading in piloting, and use of all instruments in dead reckoning.
- (3) Use of radio in navigation, including radio direction finder, radio range, and loop antenna. (See Radio; courses should not overlap, but should complement each other.)
- (4) Study of all navigational instruments, and their limitations.
- (5) Practical navigation problems: planning a flight, laying and measuring a course, solution of wind triangle with computer, estimating ETA, filing flight plan, check-points, fuel consumption, emergencies, unexpected headwinds, alternate landing field, and maximum endurance under economy cruising conditions.
- (6) Use of Civil Aeronautics Administration publications (BiWenoa, etc.)

D. Radio

At least ten classroom hours of instruction on this subject to include:

- (1) Kinds of radio receivers, tuning, explanation of frequencies, effect of static and night effects.



D. Radio (Continued)

- (2) Radio transmitters: how to use, voice procedures, Federal Communications Commission regulations, antennas and microphone technique.
- (3) Code: reception of signals of identification of radio ranges with immediate recognition of call letters.
- (4) Theory of loop antenna in homing and in establishing a radio fix.
- (5) Radio range and its use, including method of simple orientation procedure.
- (6) Use of airway Aids to Navigation: flight plans, radio markers, beacons, aeronautical lights, and airport traffic control.
- (7) Distress signals.

E. Aircraft Engines

At least twenty hours instruction to include:

- (1) Principles of the internal combustion engine.
- (2) Fuels: octane rating, and detonation.
- (3) Construction and design: metals, tolerances, compression ratios, horsepower.
- (4) Classification and construction of engine components.
- (5) Lubrication and cooling systems.
- (6) Carburetion and ignition.
- (7) Propellers: fixed, adjustable, controllable, and constant speed, full-feathering.
- (8) Disassembly.
- (9) Inspection and maintenance.
- (10) Overhaul, repair, timing, and assembly.
- (11) Trouble shooting.
- (12) Logbooks and other records.
- (13) Practices: precautions in the operation of engines, such as starting, warm-up, idling, testing, and full throttle operation.

NUMBER OF BEACON	CODE	CODE LETTER	
		When	Undertaking
1	•—	When	Undertaking
2	••—	When	Undertaking
3	•••—	When	Undertaking
4	••••	When	Undertaking
5	•—•	When	Undertaking
6	—•—	When	Undertaking
7	—••	When	Undertaking
8	—•••	When	Undertaking
9	—•—•	When	Undertaking
10	—•—•	When	Undertaking



F. Aircraft

At least thirty hours on this subject to include:

- (1) Aerodynamics and theory of flight.
- (2) Factors of aircraft design, construction, and rigging.
- (3) Aircraft operation placards: necessity for limitations as to speed, load factors, rough air, gross load, and center of gravity limits; how to determine safe loadings, with C.G. limits.
- (4) Aircraft construction and materials used.
- (5) Repair and maintenance.
- (6) Logbooks and records.
- (7) Aircraft accessories.

Note\* Any veteran who has received within one year of date of enrollment a CAA Form 578 indicating he has passed all subjects pertaining to the Commercial Course may be exempted from Ground School attendance. The veteran will not be charged for Ground School if exempted from attendance.

Certificate of Accomplishment

Upon completion of the instruction, an examination covering each general subject should be given. Students obtaining a passing grade may be given a certificate of completion, specifying the courses, credit hours given, and grades received. A grade of 70 points will be considered passing. For uniformity, the following form is suggested:

CERTIFICATE OF ACCOMPLISHMENT

This is to certify that \_\_\_\_\_  
 (name)  
 \_\_\_\_\_ was graduated from the  
 Commercial Pilots Course curriculum of the \_\_\_\_\_  
 (school)  
 \_\_\_\_\_  
 (address)

The record of this graduate is as follows:

Courses satisfactorily completed		
Subject	Hours	Grade
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

I certify that the above statements are true

Date: \_\_\_\_\_ (School)

Seal: \_\_\_\_\_ (Signature) \_\_\_\_\_ (Title)



Flight Controls...  
Free

FLIGHT TRAINING FOR VETERANS  
Prepared & Approved by  
Montana Aeronautics Commission

MULTI-ENGINE CLASS RATING COURSE  
(Supplement B)

Veteran Requirements

To participate in this course, a veteran must have a current Commercial Pilots License, issued by the CAA.

MINIMUM & MAXIMUM REQUIREMENTS

In compliance with the requirements of the Veterans Administration's Bulletin No. 119, dated May 17, 1946, pertaining to Flight Training of Veterans, the following minimums and maximums have been established.

1. The overall time for this course will be one week minimum or three weeks maximum.
2. Students will be scheduled for a minimum of four hours or a maximum of ten hours flight time each week. The average will be 6 hours per week.
3. No classroom ground instruction will be given in this course. No charge will be made to the veteran for pre-flight and post-flight ground instruction which will be given by the Flight Instructor and will include one hour of ground instruction for each hour of flight time.
4. No student will be given more than two hours flight instruction in any one day.
5. Minimum and maximum time, within limits above established, will be determined by the Flight Instructor.
6. Students enrolled in this course may be scheduled to ride as observers while flight time is being given.

CURRICULUM OUTLINE

All flight time on this course will be devoted to actual flight maneuvers and emergency procedures necessary to familiarize the student pilot with the operation of multi-engine aircraft and will include all maneuvers and emergency procedures necessary to qualify the student to pass a flight test satisfactory to the CAA Inspector who gives the flight test.

The operator will be compensated for one additional hour of flight time for the flight examination, but in event the inspector deems it necessary to use more than one hour for the flight test, the operator will not be compensated for any additional flying time required.

FLIGHT EQUIPMENT

Flight equipment used on this course will be multi-engine aircraft with a minimum of 225 horsepower for each engine, and will include aircraft equipped with flaps, retractable landing gear, constant speed propellers, and normal complement of engine and flight instruments.

MULTI-ENGINE CLASS RATING COURSE  
(Supplement B)  
(Continued)

REQUIREMENTS

To receive State approval and authority to participate in this course, the Flight Operator will comply with the following requirements:

1. The operator will have been approved by the State Aeronautics Commission for Flight Training of Veterans and will have met all the requirements as given in Bulletin No. 2 "Flight Training for Veterans".
2. The operator will have flight equipment meeting the minimum requirements as outlined for same in this course.
3. The operator will maintain the flight equipment used on this course in a manner satisfactory to the CAA.
4. The equipment used on this course will be available to veterans taking the multi-engine course at the time the veteran is scheduled to fly which will be shown on a scheduling chart posted in the flight operation's office of the operator.
5. The instructor giving the veterans flight training on this course will be a Commercial Pilot with a current Flight Instructor's Rating and Multi-Engine Rating.

OUTLINE OF COURSE AND COST BREAKDOWN

A minimum and maximum of ten (10) hours flying time is required for this course.

1. 21 hours - 3 weeks
  - A. 10 hours of ground
  - B. 10 hours of flying
  - C. 1 hour of Flight test

2.	Cost:		
	Flight Instruction	10 hours ● 45.00	\$450.00
	Flight Test	1 hour ● 45.00	45.00
	Ground School	10 hours (No Charge)	
	Insurance		3.00
	(No Textbooks		
	Total		\$498.00

No textbooks are required for this course, therefore no charges made for same.

Insurance is not charged at the normal rate of 10¢ per hour as \$3.00 is the minimum required by an insurance agency.





**FLIGHT TRAINING FOR VETERANS**  
Prepared & Approved by  
Montana Aeronautics Commission

**INSTRUMENT REFRESHER COURSE**  
(Supplement C)

**Veteran Requirements**

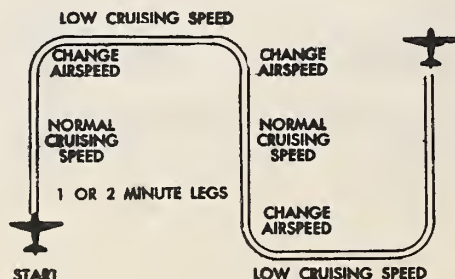
To participate in this course, a veteran must have the following qualifications, with certified proof of the following:

1. A current Commercial Pilots License.
2. Two hundred (200) hours solo Flying Time.
3. Twenty five (25) hours Link training time and twenty five (25) hours Instrument Time.
4. Evidence of having had a Military Instrument Card or CAA Instrument Card will be accepted as qualification in lieu of Item 3.

**MINIMUM & MAXIMUM REQUIREMENTS**

In compliance with the requirements of the Veterans Administration's Bulletin No. 119, dated May 17, 1946, pertaining to Flight Training of Veterans, the following minimums and maximums have been established.

1. The overall time for this course will be three weeks minimum or six weeks maximum.
2. Veterans will be scheduled for a minimum of two hours or a maximum of six hours of flight time each week - the average will be four hours per week.
3. Veterans will be scheduled for a minimum of one hour or a maximum of three hours link time each week. The average will be two hours each week until link time is completed.
4. Veterans will be scheduled for a minimum of five hours of class room instruction each week and a maximum of ten hours class room instruction each week. The average will be seven hours of class room instruction each week.
5. No veteran will be given more than one hour of Instrument Flying and one hour of Link time in any one day.
6. No veteran will be given more than two hours of class room instruction in any one day.
7. Maximum and minimum time, within limits above established will be determined by the Instructor.





INSTRUMENT REFRESHER COURSE  
(Supplement C)  
(Continued)

CURRICULUM OUTLINE

The veteran will be given Flight Instruction and Link Instruction on all maneuvers and procedures necessary to qualify the Veteran for a CAA Instrument Card.

The veterans will be given class room instruction on all subjects necessary to qualify the veteran to pass the written test for an Instrument Rating by the CAA.

The ground curriculum will include all subjects as listed in Manual 50 of the CAA, dated April 1, 1946.

FLIGHT EQUIPMENT

The aircraft used for Instrument Training will be of 100 H. P. or more and equipped with all instruments and other equipment as required by the CAA to train a pilot for an Instrument Card.

The aircraft with necessary crew, parachutes, 2 hours fuel and oil will have sufficient performance to work all standard procedures given by the CAA for the radio range used for instruction by the operator.

The aircraft will be equipped with a hood or Polaroid sheeting and will have either unobstructed vision for the instructor or carry an observer on the blind side while instrument time is being given.

FLIGHT CURRICULUM

Flight Time  
Minimum (17) Hours; Maximum (20) Hours

Link Time  
Minimum (5) Hours; Maximum (5) Hours

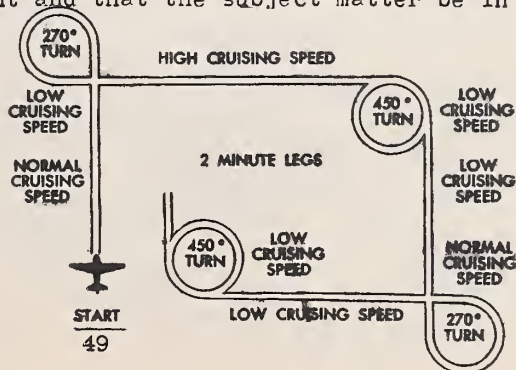
Instrument Flight Time may be substituted for Link Time at no additional cost to the veteran.

Personnel

All personnel giving instrument instruction in aircraft shall be possessed of a commercial pilot rating, rated for the aircraft to be used, a Flight Instructor rating, and a valid instrument rating. All personnel giving instrument instruction in Link trainers shall possess a ground instructor certificate with Link trainer rating when provisions have been completed for the issuance of such rating.

Curriculum

It is required that each hour of simulated flight be given prior to two hours of actual flight and that the subject matter be in phase with the flight instruction.



INSTRUMENT REFRESHER COURSE  
(Supplement C)  
(Continued)

Flight Curriculum (Con't)

- a. Climbs and climbing turns.
- b. Level flight.
- c. Timed turns.
- d. Steep turns (over 45 degrees).
- e. Stalls, and approaches to stalls.
- f. Recovery from abnormal attitudes.
- g. Slow flight and controlled descent.
- h. Radio range orientation, including at least three methods.
- i. Beam bracketing and following.
- j. Cone identification.
- k. Airport and Airway Traffic Control, holding and emergency procedures.
- l. Final approach.
- m. Missed approach.
- n. Practical speed, wind, drift problems.

GROUND CURRICULUM

Personnel

Persons employed as ground instructors must be certified in accordance with Part 50 of the Civil Air Regulations, or must possess valid instrument ratings.

Curriculum

Class room instruction will include thirty hours of training as follows:

- a. Civil Air Regulations.  
At least two classroom hours of instruction to include:

Parts 01, 20, 43, and 60 of CAR. In addition to parts stressed in the advanced ground school curriculum, special emphasis should be given to Part 60 and Instrument Flight Rules.



Ground School Requirements in "Note" Part F-Commercial Pilots Course-apply to this course.

INSTRUMENT REFRESHER COURSE  
(Supplement C)  
(Continued)

Ground Curriculum (Con't)

b. Meteorology.

At least five hours of instruction, of which one should be practical weather observation and the identification of weather conditions, to include:

- (1) Those subjects listed for advanced ground school rating, and
- (2) Detailed study of conditions found under instrument flying conditions, with emphasis on icing conditions.
- (3) Advanced meteorology: weather maps, fronts, and analysis.

c. Aircraft and theory of flight.

At least three hours of classroom instruction to include:

- (1) Study of aircraft equipment: de-icing equipment, static eliminators, effect of ice on propeller and wing efficiency.
- (2) Power required under various load conditions, and change in stalling speeds therein.

d. Navigation.

At least five classroom hours instruction to include:

- (1) Navigational problems under instrument conditions.
- (2) Use of computer.
- (3) Methods of obtaining fixes.
- (4) Correction of drift to regain position.
- (5) Alternate airport problems.
- (6) Radio orientation (at least three methods).

e. Instruments, Radio, and Navigational Aids.

At least five classroom hours instruction to include:

- (1) Review of all instruments, and errors that may be encountered under instrument conditions.
- (2) Study of radio aids to instrument flight, in aircraft.
- (3) Tuning radio, and use of volume control.
- (4) Description of various radio aids, furnished by the Department of Commerce.







INSTRUMENT REFRESHER COURSE  
(Supplement C)  
(Continued)

OUTLINE OF COURSE AND COST BREAKDOWN

A minimum of (17) hours flight time and a maximum of (20) hours flight time will be required.

A minimum and maximum of (5) hours Link time will be required.

A minimum and maximum of (30) hours Ground School will be required.

1. 56 hours - 6 weeks
  - A. 20 hours Flight
  - B. 5 hours Link
  - C. 30 hours Ground
  - D. 1 hour Flight Test

56 hours - Total

2. Cost:
 

Flight Instruction	20 hours	20.00	@	\$400.00
Flight Test	1 hour	20.00	@	20.00
Link Instruction	5 hours	10.00	@	50.00
Ground School	30 hours	.70	@	21.00
Insurance (3.00 minimum)				3.00
Textbooks and charts				3.50
Total				<u>\$497.50</u>

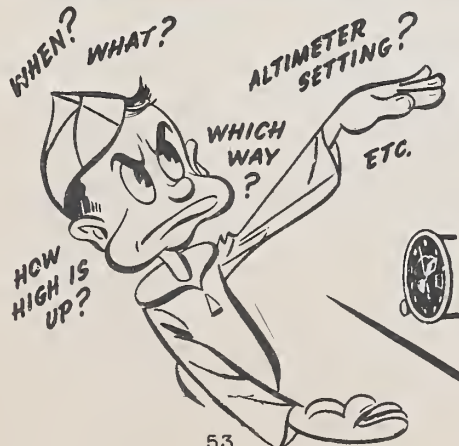
Note--

- (1) It is recommended that "Basic Instrument Flight", a CAA publication be used as a text for veterans taking the Instrument Course.

It is recommended that "Basic Instrument Flight Instructor's Syllabus" be used by Instrument Instructors in teaching the Instrument Course.

Information on texts may be obtained from the Office of Aviation Training, CAA Dept. of Commerce, Washington D.C.

- (2) Instrument textbooks and charts will be procured where ever obtainable and only actual cost of books and charts will be charged by operator. Total cost will not exceed \$3.50.
- (3) Insurance is not charged at the normal rate of 10¢ per hour as \$3.00 in the minimum required by an Insurance Agency.



### FLIGHT AND GROUND SCHOOL RECORD

Trainee \_\_\_\_\_  
(last) (first) (middle)

Flight Operator \_\_\_\_\_

Certificate No. \_\_\_\_\_

City and State \_\_\_\_\_

Home Address \_\_\_\_\_

Course \_\_\_\_\_

LESSON No.	AIRPLANE MAKE OR LINK	HORSEPOWER	N. C. NUMBER	MONTH	DAY	GROUND INSTRUCTION	DUAL INSTRUCTION	SOLO INSTRUCTION	LINK INSTRUCTION	AIRPLANE INSTRUMENT INSTRUCTION	OVERALL FLIGHT GRADE	(TRAINEE'S SIGNATURE FOR DAILY INSTRUCTIONS RECEIVED)
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
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22												
23												
24												
25												

SHEET TOTAL  
 BROUGHT FORWARD  
 TOTAL COURSE TIME


I hereby certify that the above instruction has been received by me.

I hereby certify that above instruction has been given to the above named trainee.

\_\_\_\_\_  
 Trainee's Signature

\_\_\_\_\_  
 Flight Instructor's Signature

Number



